

29 DEPARTMENT OF SECRETARY OF STATE

250 BUREAU OF MOTOR VEHICLES

Chapter 155: RULES GOVERNING PERMITS FOR NON-DIVISIBLE, OVERSIZED AND OVERWEIGHT COMBINATION VEHICLES ENGAGED IN INTERSTATE COMMERCE.

SUMMARY: The purpose of this rule is to set forth the procedures used by the Department of Secretary of State for receiving applications and granting permits for the movement of oversized and overweight combination vehicles engaged in interstate travel on highways and bridges under the jurisdiction of the Department of Transportation pursuant to the Interstate Compact adopted by the New England Transportation Consortium.

SECTION 1. DEFINITIONS

1. AGREEMENT: means the common safety regulations and procedures, adopted by the New England Transportation Consortium, to regulate the issuance of permits for the movement of certain non-divisible overweight and/or oversize loads on state administered highways.
2. AGREEMENT STATES: means the collective group of states participating in the New England Transportation Consortium.
3. AASHTO: means the American Association of State Highway and Transportation Officials, a nonprofit association representing highway and transportation departments in the 50 states, the District of Columbia, and Puerto Rico. AASHTO's primary goal is to foster the development, operation, and maintenance of an integrated national transportation system.
4. COMBINATION VEHICLE: means a truck or truck-tractor used in combination with a trailer or semi-trailer.
5. DESTINATION: means the point where the overlimit load will be required by the applicable overlimit permit to cease movement upon open sections of the public highways within the context of the vehicle's current single move.
6. ENVELOPE VEHICLE: means for purposes of this Rule, any non-divisible oversize/overweight combination vehicle of three (3) or more axles which does not exceed the maximum limits set forth in Section 3 of this Rule.
7. INTERSTATE COMPACT: for purposes of this Rule, means the same as AGREEMENT.

8. **MOTOR VEHICLE:** means a self-propelled vehicle not operated exclusively on tracks or rail.
9. **MULTI-STATE PERMITS:** means those overlimit permits that specify an origin and/or destination located outside the State of Maine. See New England Transportation Consortium (NETC).
10. **NEW ENGLAND TRANSPORTATION CONSORTIUM (NETC):** means an agreement among the states of Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont to issue multi-state overlimit permits vehicles and loads meeting certain conditions and traveling on a designated highway network. The issuing state issues a single permit on behalf of all affected states.
11. **NON-DIVISIBLE LOAD:** means a load which, if separated into smaller loads or vehicles, would : (1) make it more unable to perform the function for which it was intended, (2) destroy its value, or (3) require more than eight (8) work hours to dismantle using appropriate equipment. Spent nuclear materials in casks, and government-controlled military vehicles and their loads will not be considered non-divisible.
12. **ORIGIN:** means the point where the overlimit load will be allowed by the applicable overlimit permit to begin movement upon open sections of the public highways within the context of the vehicle's current single move, and along those routes specified by the applicable overlimit permit.
13. **OVER HEIGHT:** means height that exceeds the legal limit as established by each state.
14. **OVER LENGTH:** means length that exceeds the legal limit as established by each state.
15. **OVER WIDTH:** means width that exceeds the legal limit as established by each state.
16. **OVERWEIGHT:** means weight that exceeds the legal limit as established by each state.
17. **PERMIT/OVERLIMIT PERMIT:** means a document approved by the Overlimit Permit Unit allowing the legal transport of overlimit loads and/or vehicles upon public highways within a certain time frame, and under certain conditions.
18. **TRUCK:** means a motor vehicle designed and used primarily to carry property. A truck may be used to tow trailers or semitrailers.
19. **TRUCK-TRACTOR:** means a motor vehicle designed and used exclusively to draw other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and the load drawn.

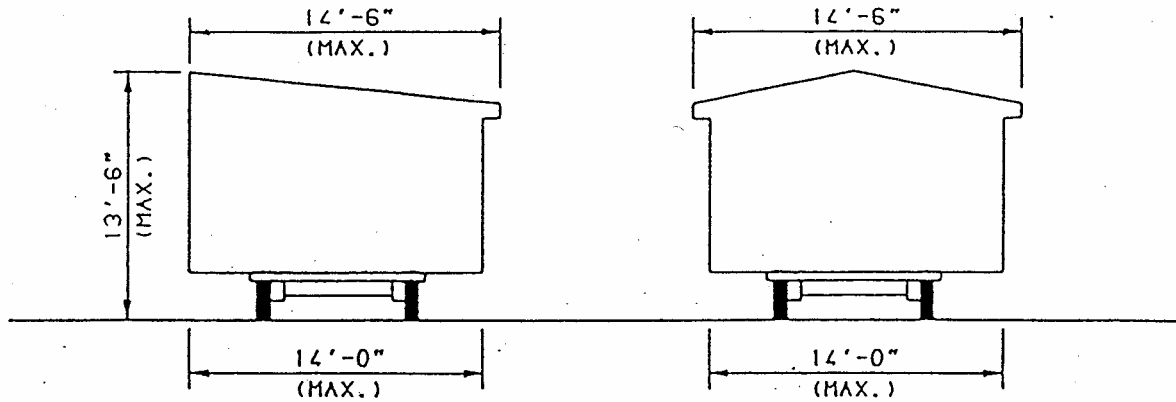
20. **VEHICLE:** means a device for conveyance of persons or property on a way, excepting devices moved by human power or used exclusively upon rails or tracks.

SECTION 2. SYNOPSIS

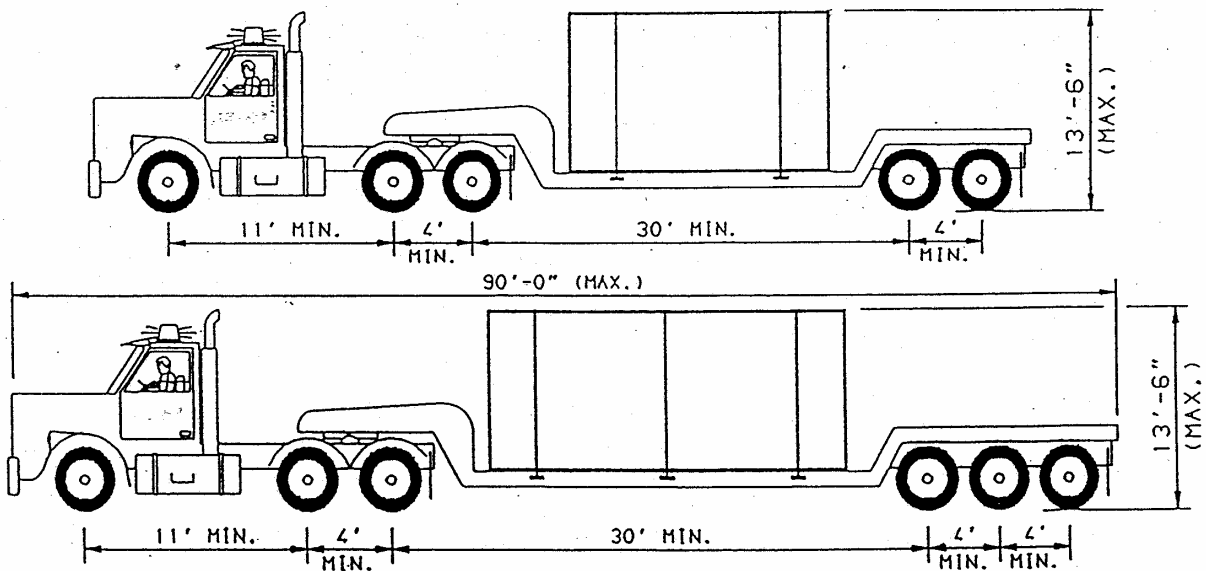
1. Five New England states (Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont) formed the New England Transportation Consortium (NETC) to pool regional resources in the development of substantially improved methods for dealing with common, high-priority transportation problems. The NETC developed a common set of safety standards and procedures to address the need for more uniform and equitable guidelines for issuing permits for the interstate movement of non-divisible overweight/oversize loads in the five consortium states. The purpose of this Rule is to implement the common procedures set out in the Interstate Compact of the New England Transportation Consortium that will be used to issue permits for certain non-divisible overweight/oversize vehicles and loads.
2. This initial agreement has been developed by five New England States, as noted above. However, its provisions have been established in a way that allows for other states, both inside and outside New England, and Canadian Provinces to become signatories to the agreement as well.

SECTION 3. ENVELOPE VEHICLE CONFIGURATIONS FOR NON-DIVISIBLE OVERSIZE AND/OR OVERWEIGHT PERMIT TRIPS

1. The maximum size limits for an envelope vehicle are:
 - A. Length: ninety feet zero inches (90'0")
 - B. Height: thirteen feet six inches (13'6")
 - C. Width: fourteen feet zero inches (14'0"), with the following exception:
 - (1) for modular and mobile homes an additional six (6) inches of overhang for eave(s) only will be allowed providing the greater overhang is on the right-hand shoulder of the highway (see the following diagram).



2. The maximum gross weight limits for an envelope vehicle are:
 - A. Vehicles with five (5) axles: 108,000 lbs.
 - B. Vehicles with six (6) or more axles: 120,000 lbs.
3. The minimum axle spacings for an envelope vehicle are diagramed below:



NOTE: VEHICLES WITH THE TANDEM AND TRIDEM AXLES INTERCHANGED ARE ACCEPTABLE UNDER THE SAME AXLE SPACING AND WEIGHT GUIDELINES.

4. The maximum axle weights for an envelope vehicle are:
 - A. Single Axle: 25,000 lbs. except for a steering axle
 - B. Steering Axle: 12,000 lbs. maximum; 6,000 lbs. minimum

- C. Tandem Axle: 25,000 lbs. per axle
 - D. Tridem Axle: 20,000 lbs. per axle
5. Other Restrictions
- A. Retractable axles shall not be counted as axles nor shall they be considered capable of carrying any load.
 - B. The maximum weight on tires shall not exceed six hundred (600) pounds per inch of nominal tire width.

SECTION 4. ISSUING STATE CONCEPT

1. Envelope vehicles will be issued permits by the Issuing State (as defined below) to travel on specified, designed routes (see Section 6) within the Agreement region. Operators of vehicles exceeding any limitation of the envelope vehicle must obtain a separate permit for each state in which travel will occur, in accordance with the requirements of the issuing state.
2. For One Way Trips
 - A. For specific permit types that include the envelope vehicle, one state, the Issuing State, will issue the permit and collect fees for all states through which a specific vehicle will travel. The following chart and the accompanying explanation illustrate how the concept works.

The Issuing State Concept

	Trip Origin	Trip Destination	Issuing State
Case 1	Within Agreement States	Within Agreement States	Destination State
Case 2	Within Agreement States	Outside Agreement States	Origin State
Case 3	Outside Agreement States	Inside Agreement States	Destination State
Case 4	Outside Agreement States	Outside Agreement States	Entry State

- (1) Case 1: for trips where the origin and destination are both within the Agreement States, the state of destination will issue the permit.
- (2) Case 2: for trips where the origin is in the Agreement States and the destination outside, the state of origin will issue the permit.

- (3) Case 3: for trips where the origin is outside the Agreement States and the destination is inside, the state of destination will issue the permit.
- (4) Case 4: for trips where both the origin and destination are outside the Agreement States, the entry state will issue the permit.

3. Special Return Trips

- A. Although multi-state permits are for single trips only, it may be advantageous to the trucking industry and the state permit offices to issue a special return trip permit in one transaction for certain situations.

SECTION 5. REGIONAL HIGHWAY NETWORK

1. The Agreement States have developed a regional state highway network as the designated state administered routes over which the envelope vehicles are permitted to travel in accordance with this Agreement. When the issuing State issues a multi-state permit, the permit will designate the route(s) within each state over which that specific truck and/or load may travel. No other routes may be used in order to make the trip for which a multi-state permit has been issued.
2. A Regional Highway Network Map showing the designated system is available through the Overlimit Permit Unit.
3. Each time a temporary restriction must be put into effect, and when the restriction is ready for removal from the map, the individual state will notify the other Agreement States as quickly as possible of that event.
4. When the Issuing State issues a multi-state permit for an envelope vehicle, there is no need to obtain permission from another state or states when all the conditions of this Agreement are being met and the designated Regional Highway Network is being used.
5. If a truck operator must gain access to or from a point which is not located on the approved network, the Issuing State may either contact the appropriate State for special instructions to gain that access when issuing the permit; or require the carrier to obtain a separate permit from the State in which travel will occur.

SECTION 6. DESIGNATED ROUTES

1. Each state will designate those routes over which the envelope vehicles may be routed by other participating states (i.e., the green regional routes).
2. Each state is responsible for amending routes as required by construction, etc., and notifying all other participating states of detours or alternate routes no later than ten

- (10) working days prior to the changes taking effect, unless an emergency situation occurs which would not allow for that action.
3. The state issuing permits for travel will authorize travel only on those routes designated by the participating states. When issuing a permit where the origin state and destination state are both parties to the Agreement, the permit issuing state will coordinate local origin routing with the permit office of the origin state. Coordination is not required for local origin routing in cases where the permit is issued to a major generator of permit loads and the local origin routing has been previously approved for envelope size loads.
 4. The multi-state permit contains a space on which the acceptable routes of travel will be clearly designated for a specific vehicle (tractor and trailer). No deviation from the designated route is allowed unless an approved alternative route is required as determined by a particular state. When a particular load must use highways under local jurisdiction (off the State Highway System), the truck operator must obtain the local permits required. Section 7 below, provides more details.

SECTION 7. PERMIT REQUIREMENTS FOR ROUTES ENCOMPASSING TURNPIKES AND STREETS OR HIGHWAYS UNDER LOCAL JURISDICTIONS

1. The procedures described in this document apply to highways under the jurisdiction of the state agencies that are parties to the Agreement. Thus, if a particular trip covered under this multi-state Agreement requires a permitted truck to use a turnpike (in Maine, Massachusetts, or New Hampshire) or streets or highways under the jurisdiction of a town, city, or county, the truck operator must obtain those additional necessary permits as the current practice requires.
2. However, in the case of the Maine and Massachusetts turnpikes, as shown in dotted blue on the Regional Highway Network Map, some important changes have occurred which will further simplify the overall procedures:
 - A. Maine: In order to travel over the Maine Turnpike, the operators of such vehicles must have in their possession a permit issued by the Issuing State. A \$10 permit fee will be collected at the entering toll plaza on the Turnpike and the applicable fare in accordance with the regular fare schedule will be collected at the exiting toll plaza.
 - B. Massachusetts: There is no longer a need to apply for a permit thirty (30) days in advance. The permit will be issued at the toll gate at the time of entry

SECTION 8. COMMON PERMIT FORM

1. A single permit will be issued by the Issuing State for travel in all the Agreement states required by the envelope vehicle.
2. A permit issued under the Agreement will be valid for five (5) working days for use by the permitted vehicle (tractor and trailer).
3. Based on the experience of the states and an analysis of limited data, we have concluded there is a relatively low frequency of current request for substituting hauling components after a permit has been issued. Therefore, handwritten substitutions for the tractor and/or trailer will be allowed only for such extraordinary circumstances that may be required by mutual agreement upon communication by telephone with the Issuing State permit office. The names of both parties will be exchanged as well as the reason provided for the requested change, and each party will note this modification on their respective copies of the permit. Those extraordinary circumstances will almost always be caused by a mechanical failure.
4. Similarly, it is not anticipated that there will be a need for extending the time period beyond five (5) working days. However, extensions for very short periods will be granted for extenuating circumstances, normally not exceeding one (1) day or for a specific day, by mutual agreement via telephone and handwritten modifications. The names of both parties will be exchanged as well as the reason provided for the requested change, and each party will note this modification on their respective copies of the permit.
5. The Common Permit Form will be used only to issue permits in accordance with the Agreement. For any required permit travel not covered by this Agreement, the truck operator must obtain individual state permits.
6. The permit must be carried by the operator of the vehicle at all times and must be available for inspection in each Agreement State.

SECTION 9. FEE COLLECTION AND DISTRIBUTION

1. Each state will provide a current fee schedule to each of the other Agreement States.
2. Each state will continue to establish its own fee system, and nothing in this Agreement will affect those individual state actions.
3. When the Issuing State issues a multi-state permit, the truck operator will pay to the Issuing State the total of the fees for each state through which the truck will travel.
4. Periodically, as established in administrative procedures, each of the Agreement States will distribute the fees collected in their states (when they acted as the Issuing State) to each of the other states.

SECTION 10. THE PROCEDURES IN BRIEF

1. When all of the procedures required to implement this program are in place, the following briefly describes how they will operate.
 - A. The trucking industry, permit service companies and all interested parties will be given a copy of the Regional Highway Network Map and a summary of the requirements for operating envelope vehicles under this Agreement. Each truck driver using these procedures must carry a copy of the map on board the permitted vehicle or be totally familiar with the routes that are assigned and the specific conditions that apply to the move which are listed on the reverse side of the map.
 - B. The truck operator requiring a multi-state permit for all non-divisible overweight or oversize vehicles that falls within the limits of this Agreement will contact the Issuing State and request a permit for a specific trip (with a specific origin and destination) and for a specific vehicle.
 - C. If the vehicle and the highway route required to make the trip fall entirely within the limits of this Agreement, the Issuing State will:
 - (1) issue the multi-state permit using the common permit form; and
 - (2) collect the fees that are the sum of all the individual fees of each state through which the envelope vehicle will travel; and
 - (3) designate the specific routes that can be used by a specific vehicle.
 - D. If one (or more) of the requirements of this common procedure are not met for one or more states, then the Issuing State will require the truck operator to obtain individual state permits in those states where the requirements cannot be met.
 - E. After receiving the multi-state permit, the truck operator must then comply with all the safety requirements described in Section 11 of this Agreement.
 - F. Each state will be responsible for the enforcement of the non-divisible oversize and overweight laws within its own boundaries. The multi-state permit will be valid in each state for which it has been issued. However, if the requirements of the permit have been violated in a particular state, the individual requirements of that state will be enforced. Any fines collected within that state will continue to be retained in that state with no reimbursement being made to any other state (including the Issuing State).

SECTION 11. COMMON SAFETY REGULATIONS

1. This section establishes a single set of safety requirements for envelope vehicles engaged in interstate travel within the Agreement States' area. They are basically the same as those recommended by AASHTO. The purpose of establishing these common procedures is to provide for ease in operation for the trucking industry and enforcement by the states.
2. Notwithstanding the additional safety requirements of this section, the Federal Motor Carrier Safety Regulations will apply to all vehicles permitted under this Rule.
3. Flags
 - A. All warning flags will be either red or orange fluorescent and at least eighteen (18) inches square. Flags will be clean enough to distinguish the color of the flag from a reasonable distance.
 - B. All warning flags will be secured by at least one corner or mounted on a staff.
 - C. There are two circumstances requiring the use of flags.
 - (1) Overwidth loads must display at least two (2) and up to six (6) flags, depending upon the load configuration, mounted at the widest extremity of the load;
 - (2) Overlength loads or loads with rear-end overhang in excess of four (4) feet will display one flag at the end of the overhang if less than two (2) feet wide, and two flags if the overhang is over two (2) feet wide.
4. Signs for Oversized Loads
 - A. The wording for the sign will be: OVERSIZE LOAD.
 - B. The sign requirements are as follows:
 - (1) For Load Vehicles:
 - (a) Size: Not less than seven (7) feet long and eighteen (18) inches high;
 - (b) Color: Black letters on yellow background;
 - (c) Letter Size: Not less than ten (10) inches high with approximately a one and four tenths (1.4) inch brush stroke;
 - (d) Location: Front or rear of escort vehicle as appropriate.
 - (2) For Escort Vehicles

- (a) Size: Not less than five (5) feet long and ten (10) inches high;
 - (b) Color: Black letters on yellow background;
 - (c) Letter Size: Not less than ten (10) inches high with approximately a one and four tenths (1.4) inch brush stroke;
 - (d) Location: Front or rear of escort vehicle as appropriate.
 - C. Upon delivery of the oversized load, all signs on load and escort vehicles shall be removed or covered, so that they are no longer visible.
- 5. Lights
 - A. For Load Vehicles
 - (1) No special lighting is required on load vehicles, except in Maine where flashing yellow lights shall be in operation above the highest forward point of the vehicle and be visible from the front and rear.
 - (2) Headlights must be on low beam at all times unless weight is the only overlimit condition of the permit.
 - B. For Escort Vehicles
 - (1) Flashing yellow lights shall be in operation above the highest point of the vehicle and be visible from the front and rear.
 - (2) Escort vehicles must travel with low beam headlights on at all times.
- 6. Escort Vehicles
 - A. Escort vehicles are required to accompany permitted vehicles under the guidelines in this paragraph.
 - B. Escort vehicles are required to be the size of a compact size car or larger.
 - C. The drivers of escort vehicles must maintain visual and two-way radio contact with the permitted vehicle at all times.
 - D. When one escort is required, it shall precede a load on undivided highways and follow the load on divided highways.

- E. The following is a description of escort vehicle requirements which will be generally the same on both four-or-more lane divided highways and on two-lane roads on the designated system:
- (1) Overwidth
 - (a) No escort is required for overall widths less than twelve feet zero inches (12'0"). One escort vehicle is required for overall width of twelve feet zero inches (12'0") or more.
 - (2) Overlength
 - (a) No escort vehicle is required for overlength of less than eighty feet zero inches (80'0") or more. One escort is required for overlength of eighty feet zero inches (80'0") or more.
 - (3) Overhang
 - (a) No escort vehicle is required if overhang is less than fifteen feet zero inches (15'0") with proper flags displayed. One escort vehicle is required if the overhang is fifteen feet zero inches (15'0") or more.
- F. There may be some special circumstances where a second escort vehicle will be required for safety reasons, but such occurrences are anticipated to be infrequent. As an example, on a two-lane, undivided highway, two (2) escorts will be required when the overhang is fifteen feet zero inches (15'0") or more to rear and where the width is twelve feet zero inches (12'0") or more.
7. Spacing Between Permitted Vehicles
- A. There shall be a minimum spacing of one thousand (1,000) feet between any oversize permitted vehicles travelling in the same direction.
8. Speed
- A. Permit vehicles must travel at a safe speed and obey any special speed restrictions for permit vehicles established by the state in which they are travelling. (See Section 12 for Special Conditions.)
9. Days of Travel
- A. Permit travel is authorized during approved hours on Monday through Friday. No permit travel on Saturday or Sunday is authorized under the Agreement. (Weekend travel in states which allow it must be coordinated individually between the carrier and that respective state.) Permit travel is not allowed on specified holidays.

- B. A list of individual state holiday periods on which permit travel is restricted will be published annually by each state and will be sent to all state permit issuing offices well in advance of January 1 of the year in which the holidays occur. (See Section 12 for Special Conditions.)

10. Hours of Travel

- A. Permit vehicles may travel on designated routes from thirty (30) minutes prior to sunrise until thirty (30) minutes after sunset. No night-time travel is authorized except for envelope vehicles which are overweight only and are capable of travelling with the traffic flow and are not restricted to daylight travel time. (See Section 12 for Special Conditions.)

11. Inclement Weather

- A. No travel is allowed when road conditions, weather conditions, or visibility make travelling hazardous to the operator or to the driving public. Vehicles which are underway when inclement weather occurs must exit the road at the first available location and park in a safe place until the weather clears or until the road conditions improve.

12. Use of Travel Lanes

- A. When two or more lanes are available in one direction, vehicles in excess of twelve feet zero inches (12'0") wide shall travel in the right lane, except in an emergency or to comply with any other restriction established by the state in which they are travelling.

SECTION 12. SPECIAL CONDITIONS

1. The following special conditions apply to the procedures described above.

- A. Holiday Restrictions

- (1) Each of the Agreement States share certain holiday dates, but there are some differences. Prior to January 1 of each year, each state will make available a list of observed holidays. That information will include those dates on which no travel is permitted, and certain Holidays on which the State Permit Offices are closed.

- B. Hours of Travel

- (1) The exceptions to the hours of travel described in Section 11 are as follows:

(a) Maine:

- (i) Movement of loads exceeding the legal limits will not be permitted on Saturdays during the months of July and August only. (Note: Saturday travel is not permitted under these Common Permit Procedures, but may be permitted by individual state permit procedures.)

(b) Massachusetts:

- (i) On that portion of Route 1-93 between Route I-95 in Canton and the intersection of Routes I-93 and State Route 3 in Quincy, travel daylight hours except between 7:00 am to 9:00 am and after 3:30 p.m.
- (ii) On that portion of Route I-95 between Canton and the intersection of State Route 1 in Peabody, travel daylight hours except between 7:00 am to 9:00 am and after 3:30 p.m.
- (iii) This permit does not authorize travel on Route I-93 north of Exit 15 in the City of Boston and only authorizes travel south of Exit 15 on Route I-93 (Southeast Expressway) during daylight hours only except between 7:00 a.m. to 9:00 a.m. and after 3:30 p.m.
- (iv) In the area within State Route 128 (shown as shaded on the Regional Highway Network Map), there will be no travel with loads in excess of twelve feet zero (12'0") inches wide between 7:00 a.m. and 9:00 a.m. and after 3:30 p.m.

(c) New Hampshire:

- (i) Movements will not be made if vision is obscured by fog or inclement weather, or pavement unsafe for travel due to slippery winter conditions.

(d) Rhode Island:

- (i) For mobile or modular homes over twelve feet (12') wide, for construction equipment over thirteen feet (13') wide, and for cranes, the following travel restrictions apply:
- (ii) The allowable time periods will be between sunrise and 7:00 am, and between 9:00 a.m. and 3:30 p.m. on all of I-195 and I-95 from the MA/RI State Line to Route 37.

(e) Vermont:

- (i) Permits will not be issued for movements in excess of one hundred eight thousand pounds (108,000 lbs.), or over ten feet six inches (10'6") wide, or over one hundred feet (100') long on Saturdays, Sundays, and Friday afternoons between July 1st and Labor Day or legal holidays. (Note: Saturdays or Sunday travel is not permitted under these Common Permit Procedures, but may be permitted by individual state permit procedures.)

C. Detours

- (1) A major operational detail is the need for each state to notify all other Agreement States of construction or other detours well in advance. Emergency detours will also be made known to all Agreement States as quickly as possible. This is necessary in order to indicate allowable routings on the common permit form.
- (2) All construction detours will be well signed in advance of the detour site and the routing off the major route (i.e., usually an Interstate or Primary) will also be clearly marked.

D. Vermont Fuel and Rhode Island and Vermont Insurance Requirements

- (1) Vermont statutes and regulations require that each registered truck using Vermont highways must display a Vermont fuel decal or plate; the vehicle must have on file an insurance certificate number of oversize and/or overweight vehicles only.
- (2) Rhode Island requires that all trucks using Rhode Island highways must have on file an insurance certificate number.
- (3) The Issuing State may include those numbers on the Common Permit Form.
- (4) It is the responsibility of the permit applicant to provide the numbers for that purpose.

1. Registered Vehicle Weight For Massachusetts Registered Vehicles Only

- A. In some instances, the registered vehicle weight for a truck that will have an oversize or overweight load is less than the weight of the load being carried. Therefore, the permit applicant must be certain that the necessary approvals are obtained in advance of the trip.

- B. In consideration of the fee paid, the registered weight of the permitted vehicle is deemed to be increased to the weight and conditions shown on the Common Permit Form except in Massachusetts. For permitted vehicles travelling in Massachusetts, the Massachusetts registered vehicle must be registered for its total gross weight.

SECTION 13. INFORMATION REQUESTS

- 1. For further information on any of the items contained in this regulation, please contact the following offices:
 - A. Maine Overlimit Permit Unit - (207) 624-9000 ext. 52134
 - B. Massachusetts Department of Public Works - (508) 473-4778
 - C. New Hampshire Department of Transportation - (603) 271-2693
 - D. Rhode Island Department of Transportation - (401) 462-5745
 - E. Vermont Department of Motor Vehicles - (802) 828-2064
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EFFECTIVE DATE:

December 16, 1989

AMENDED:

August 3, 1992

EFFECTIVE DATE (ELECTRONIC CONVERSION):

May 4, 1996

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December 19, 2000 - converted to MS Word, inserted graphics, spelling, formatting

REPEAL AND REPLACE: